2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 104

City of Charlottesville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of C	harlottes	ville								
				4	_		Tru	ck		- 00	K	014	Dir	4 4)4/DT	0147	.,
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
City of Charlottesville				_												
				From:			harlottesvil									
(20) Monticello Ave	0.26	13000	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.809	14000	F	2003
				To: From:		Alta	vista Ave									
(20) Monticello Ave	0.28	13000	F	98%	0%	1%	0%	0%	0%	F	0.105	F	0.811	14000	F	2003
				To:		Mar	idian Ave									
(20) Monticello Ave	0.35	9000	F	98%	0%	1%	0%	0%	0%	С	0.1	F	0.674	9800	F	2003
20) Montagone / 110	0.00	0000	•	To:	070		von St	070		Ū	0.1	•	0.07 1	0000	•	2000
				From-			ticello Ave									
20 Avon Street	0.41	14000	F	98%	0%	1%	0%	0%	0%	F	0.090	F	0.702	15000	F	2003
				To:			ket Street									
O 211 21 1	2.42		_	From:	201		arket St	201	201	_					_	
20) 9th Street	0.12	16000	F	98%	0%	1%	0%	0%	0%	F	NA			18000	F	2003
C	Combined Traffic:	NA									NA			NA		
Bus				To: From:		US 2	50 High St		-							
20 250 High St	0.23	12000	F	97%	0%	2%	0%	0%	0%	F	0.091	F	0.582	13000	F	2003
20) (230). "911 31	0.20		-	z. /o				3,0		•		•			•	
Bus				From:		1	1th ST									
20) 250 High St	0.21	11000	F	97%	0%	2%	0%	0%	0%	С	0.084	F	0.568	12000	F	2003
\bigcirc				To:		Gill	espie Ave									
Bus	0.45	40000	_	From:	00/			00/	00/	_	0.000	_	0.500	00000	_	0000
20 250 High St	0.45	18000	F	97%	0%	2%	0%	0%	0%	F	0.086	F	0.526	20000	F	2003
~~				To: From:		RT 250 &	k RT 250 E	BUS	-							
(20) (250) Long St	0.06	33000	N	100%	0%	0%	0%	0%	0%	Ν	0.084	Ν	0.515	37000	Ν	2003
\bigcirc				To:		ECL C	harlottesvil	le								
				From:		WCL C	harlottesvi	lle								
29 (250)	0.35	38000	F	96%	0%	1%	1%	2%	0%	F	0.093	F	0.52	39000	F	2003
\bigcirc				To-			IS US 29									
~~~ F+ 04	0.07	50000	_	From:	00/		, BUS US 2		00/	_	0.070	_	0.504	04000	_	0000
[29] Emmet St	0.37	58000	F	96% To:	0%	1%	1%	2%	0%	F	0.079	F	0.524	61000	F	2003
							harlottesvil	le								
Bus			_	From:			US 29			_		_			_	
(29)	0.37	14000	F	98%	0%	1%	1%	0%	0%	С	0.095	F	0.591	15000	F	2003
Due				To- From:		SCL C	harlottsvill	e	-							
Bus 29 Fontaine Ave	0.42	15000	F	98%	0%	1%	0%	0%	0%	С	0.097	F	0.598	16000	F	2003
29) 1 611611167116	0.12	.0000	•	To:	070		on Park Av			Ū	0.001	•	0.000	10000	•	2000
Bus				From:			taine Ave									
29 Jefferson Park	Ave 0.69	17000	F	98%	0%	1%	0%	0%	0%	F	0.075	F	0.568	18000	F	2003
				To-			nmet St									
Bus		40000	_	From:	001		on Park Av		001	_	0.00-	_	0.500	00000	_	0000
29 Emmet St	0.53	19000	F	98%	0%	1%	0%	0%	0%	F	0.067	F	0.509	20000	F	2003
Pue				To- From:		]	vy Rd									
Bus 29 Emmet St	0.55	29000	F	99%	0%	1%	0%	0%	0%	С	0.072	F	0.582	32000	F	2003
(29) Ellinot ot	0.55		•		0 /0			<b>U</b> /U	U /U	0	0.012	•	0.002	02000	•	2000
Bus				From:		Arlir	igton Blvd									
29 Emmet St	0.45	26000	F	99%	0%	1%	0%	0%	0%	F	0.078	F	0.6	29000	F	2003
$\overline{}$				To:		Ros	racks Rd									
Bus			_	From:	001			001	001	_	0.6=0	_	0.500	00000	_	0000
29 Emmet St	0.40	36000	F	99%	0%	1%	0%	0%	0%	F	0.078	F	0.592	39000	F	2003
				To-			50 Bypass									
East			_	From:			harlottesvi			_		_	_		_	
East 64	0.17	18000	F	86%	1%	1%	1%	11%	0%	F	0.105	F		16000	F	2003
$\sim$	Combined Traffic:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F	
				To-		ECL C	harlottesvil	le								
West				From:		WCL C	harlottesvi									
West 64	0.20	18000	F	86%	1%	1%	1%	11%	0%	F	0.099	F		17000	F	2003
$\sim$	Combined Traffic:	35000	F	86%	1%	1%	1%	11%	0%	F	NA			33000	F	
				To:		ECL C	harlottesvil	le								

							City of C	Charlotte	sville								
Route		Length	AADT	QA	4Tire	Bus		Trı 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesyi	lle				From:					211011		1 actor		1 actor			
(250)		0.35	38000	F	96%	0%	1%	harlottesv 1%	1lle 2%	0%	F	0.093	F	0.52	39000	F	2003
					To: From:		US 29	, Emmet S	St	-							
250		0.32	20000	F	100%	0%	0%	0%	0%	0%	F	0.101	F	0.534	22000	F	2003
~					To: From:			1 Hydrauli		]-							
250		0.42	38000	F	100%	0%	0%	0%	0%	0%	F	0.09	F	0.584	42000	F	2003
		0.60	40000	Α	From: 100%	0%	0%	oairy Rd 0%	0%	0%	С	0.101	Α	0.574	45000	A	2003
250		0.00	40000	^	To:	0 70				0 70	C	0.101	٨	0.574	45000	^	2003
250		0.33	35000	F	From: 100%	0%	0%	y Ave E Ir 0%	0%	0%	F	0.085	F	0.558	39000	F	2003
					To: From:		Мс	Intire Rd		<del></del> -							
250		0.27	34000	F	100%	0%	0%	0%	0%	0%	F	0.082	F	0.585	38000	F	2003
<u>~</u>					From:		I	Park St		-							
250		0.32	37000	F	100%	0%	0%	0%	0%	0%	F	0.081	F	0.558	41000	F	2003
		0.40	22000		From:	00/		cust Ave	00/	00/	_	0.004	_	0.545	27000		2000
250 Long St		0.43	33000	F	100%	0%	0%	0%	0%	0%	F	0.084	F	0.515	37000	F	2003
250 Long St		0.06	33000	N	From: 100%	0%	Bus US	S 250 High 0%	0%	0%	N	0.084	N	0.515	37000	N	2003
230) = 0.19 01		0.00			To:	0,0		harlottesv				0.00		0.0.0	0.000		
Bus					From:		WCL C	harlottesv	ille								
250 Ivy Rd		0.50	14000	F	97%	0%	1%	2%	0%	0%	F	0.078	F	0.602	15000	F	2003
Bus					From:		Eı	mmet St									
250 University Av	е	0.40	17000	F	95%	1%	3%	0%	1%	0%	F	NA			18000	F	2003
	Combined	Traffic:	NA									NA			NA		
Bus					From:		Cha	ncellor St									
(250) University Av		0.19	19000	F	95%	1%	3%	0%	1%	0%	F	0.09	F	0.656	20000	F	2003
	Combined	Traffic:	23000	F	96%	1%	2%	0%	1%	0%	F	NA			25000	F	
Bus					From:		C&O	RR Crossi	ng								
250 Main St		0.31	13000	F	95%	1%	3%	0%	1%	0%	С	0.065	F	0.51	14000	F	2003
	Combined	Traffic:	35000	F	97%	0%	1%	0%	0%	0%	С	NA			39000	F	
Bus					From:			9th St									
250 Main St		0.51	13000	F	97%	1%	2%	1%	0%	0%	С	0.086	F	0.578	14000	F	2003
	Combined	I raffic:	35000	F	98%	0%	1% Mc	0% Intire Rd	0%	0%	С	NA			39000	F	
Bus					From:		N	Aain St									
250 McIntire Rd	0	0.22	19000	F	97%	0%	2%	0%	0%	0%	F	0.085	F	0.507	21000	F	2003
	Combined	rame:	27000	F	98%	0%	2%	0%	0%	0%	F	NA			29000	F	
Bus					From:		104-3405,										
250 McIntire Rd		0.03	19000	N	97%	0%	2%	0%	0%	0%	N	0.085	N	0.507	21000	N	2003
Bus					From:		Pre	eston Ave									
250 Market St	_	0.53	11000	F	97%	0%	2%	0%	0%	0%	F	0.104	F	0.736	12000	F	2003
~	Combined	Traffic:	18000	F	98%	0%	1%	0%	0%	0%	F	NA			20000	F	
Bus					From:			9th St									
(250) (20) 9th Str		0.12	16000	F	98%	0%	1%	0%	0%	0%	F	NA			18000	F	2003
~ ~	Combined	Traffic:	NA									NA			NA		
Bus					From:		9	TH ST									
						00/	00/			-01	_	0.004	_			_	2002
(250) High St		0.23	12000	F	97%	0%	2%	0%	0%	0%	F	0.091	F	0.582	13000	F	2003
250 High St		0.23	12000	F	97%	0%		0% 11th St	0%	0%	F	0.091	F	0.582	13000	F	2003
		0.23	12000 11000	F F	To	0%			0%	0%	C	0.091	F F	0.582	13000	F	2003

						Tru				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
City of Charlottesvi	lle			From:		Gillespie Ave		ī							
Bus 250 High St	0.45	18000	F	97%	0%	2% 0%	0%	0%	F	0.086	F	0.526	20000	F	2003
230) 0				To:		Long St									
Bus				From:		University Ave		Ī							
250 Rugby Rd	0.38	7900	F	98%	0%	1% 0%	0%	0%	F	0.093	F	0.598	8600	F	2003
	Combined Traffic:	27000	F	98%	0%	2% 0%	0%	0%	F	NA			29000	F	
				To:		Grady Ave									
Bus			_	From:	201	Rugby Rd	201	201	_		_			_	
250 Grady Ave	0.57	4400	F	98%	0%	1% 0%	0%	0%	F	0.103	F	0.521	4800	F	2003
	Combined Traffic:	23000	F	96% To:	1%	2% 0%	1%	0%	F	NA			25000	F	
Bus				From:		Preston Ave Grady Ave									
Preston Ave	0.51	22000	F	98%	0%	1% 0%	0%	0%	С	0.083	F	0.503	25000	F	2003
290).	Combined Traffic:		F	98%	0%	1% 0%	0%	0%	C	NA			39000	F	
	Combined Traine.	00000	•	T	070		070	070	O	14/ (			00000	•	
Bus Bus				From:		Market St									
250 250 McIntir	e Rd 0.03	19000	N	97%	0%	2% 0%	0%	0%	Ν	0.085	Ν	0.507	21000	Ν	2003
				To		PRESTON AVE	3	].							
Bus High St	0.54	7700	_	From:	00/			00/	г	0.007	_	0.504	0500	_	2002
250 High St	0.54	7700	F	98%	0%	1% 0%	0%	0%	F	0.087	F	0.524	8500	F	2003
	Combined Traffic:	18000	F	98%	0%	1% 0%	0%	0%	F	NA			20000	F	
						9th St									
Oth 10th Care		42000	_	From:	00/	Cherry Ave	00/	00/	0	0.005	_	0.000	45000	_	2002
1) 9th 10th Con	nector 0.28	13000	F	98% To:	0%	1% 0%	0%	0%	С	0.095	F	0.662	15000	F	2003
						US 250									
O 0 101	0.45		_	From:	40/	Ridge St	40/	00/	_	0.004	_	0.050	0000	_	0000
2 Garret St	0.45	2600	F	95%	1%	3% 0%	1%	0%	С	0.091	F	0.656	2900	F	2003
						Avon St		ļ							
				From:		Meadowbrook Heigh			_					_	
3 Kenwood La	0.50	850	F	98%	0%	1% 0%	0%	0%	С	0.11	F	0.534	930	F	2003
<u> </u>				To:		Melbourne Rd									
$\sim$				From:		Jefferson Park Av	'e								
4 ) Lane Rd	0.39	2200	F	92 <u>%</u>	2%	5% 1%	0%	0%	С	0.107	F	0.649	2400	F	2003
				To:		Lee St									
				From:		Arlington Blvd									
5 Millmont St	0.46	16000	F	98%	0%	1% 0%	0%	0%	С	0.088	F	0.621	17000	F	2003
				To:		Barracks Rd									
				From:		Meadowbrook Hg	nts								
6 Yorktown Dr	0.31	1300	F	98%	0%	1% 0%	0%	0%	F	0.127	F	0.615	1400	F	2003
				To:		Brandywine Dr									
				From:		Alderman Rd									
7 McCormick F	Rd 0.27	4900	F	91%	1%	7% 0%	0%	0%	С	0.104	F	0.557	5300	F	2003
•				To:		F et 64		1							
7 McCormick F	Rd 0.42	4000	F	91%	1%	7% 0%	0%	0%	F	0.109	F	0.537	4400	F	2003
7 McCormick F	.u 0.42	4000	r	9170 To:	1 /0	University Ave	U /0	0 /0		0.109	-	0.551	7700	1	2003
							. 1								
Malhauma	4 0.00	040	_	From:	00/	104-3412 Grove F		00/	_	0.440	_		000	_	2000
8 Melbourne Ro	d 0.08	840	F	98% To:	0%	1% 0% Kenwood Lane	0%	0%	F	0.112	F		920	F	2003
O. v		0=00	_	From:	001	Emmet St	001	001	_	0.000	_	0	0000	_	000-
9 Massie Rd	0.96	8500	F	98%	0%	2% 0%	0%	0%	С	0.090	F	0.577	9200	F	2003
<u> </u>				To:		Arlington Blvd									
$\overline{}$				From:	•	Jefferson Park Av					_				
3400) Cleveland Av	e 0.23	2800	F	98%	0%	1% 0%	0%	0%	С	0.107	F	0.509	3100	F	2003
				To:		Cherry Ave		]							
01	^ ^=	F000	_	From:	001	Cleveland Ave	00/	00/	^	0.440	_	0.500	EE00	_	0000
3400) Cherry St	0.85	5000	F	99%	0%	1% 0%	0%	0%	С	0.113	F	0.593	5500	F	2003
				To:		Spring St									

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Charlottesville				_											
				From:		Spring St									
(3400) Cherry Ave	0.68	5700	F	98%	0%	1% 0%	0%	0%	F	0.107	F	0.574	6300	F	2003
<u> </u>				To: From:		Ridge St		-							
3400) Cherry Ave	0.25	10000	F	98%	0%	1% 0%	0%	0%	F	0.083	F	0.618	11000	F	2003
				To:		104 04									
3400 Elliot Ave	0.28	10000	F	From: 98%	0%	1St Street 1% 0%	0%	0%	С	0.084	F	0.609	11000	F	2003
Elliot Ave	0.20	10000	Г	90 /0	0 76	170 070	0 /0	0 /0	C	0.004		0.009	11000	•	2000
				To: From:		Avon St		-							
B ₄₀₀ Elliot Ave	0.39	3200	F	98%	0%	1% 0%	0%	0%	F	0.088	F	0.802	3500	F	2003
				To:		Monticello Av	e								
				From:		SCL Charlottesv	ille								
Old Lynchburg Rd	0.65	2500	F	98%	0%	2% 0%	0%	0%	С	0.095	F	0.575	2700	F	200
				To:		Jefferson Park A	ve								
				From:		5th St									
Harris Rd	0.63	3600	F	99%	0%	1% 0%	0%	0%	С	0.101	F	0.6	3900	F	2003
110110110	0.00	0000	•	To:	070	Jefferson Park A			Ŭ	0.101	•	0.0	0000	•	
				From:		Harrris Rd	.,,,	1							
Jefferson Park Ave	0.43	3700	F	99%	0%	1% 0%	0%	0%	F	0.102	F	0.666	4100	F	200
	-	-		To:						-		-			
O Lefferson Deuts Asse	0.00	0000		From:	00/	Cleveland Av		00/	_	0.404		0.040	0400		000
Jefferson Park Ave	0.38	8300	F	98%	0%	1% 0%	0%	0%	С	0.101	F	0.613	9100	F	200
				From:		Fontiane Ave Jefferson Park A									
Maury Ave	0.21	6100	F	98%	0%	1% 0%	0%	0%	F	0.099	F	0.644	6700	F	2003
Maury Ave	0.21	0100	-	90 /0	0 /0	170 070	0 /0	0 /0		0.099	•	0.044	0700	'	200
$\widehat{}$				From:		Stadium Rd		-							
Alderman Rd	0.05	7700	F	97%	0%	2% 0%	0%	0%	С	0.089	F	0.512	8500	F	2003
				To		Thompson Ro									
Alderman Rd	0.42	12000	F	97%	0%	2% 0%	0%	0%	F	0.097	F	0.638	13000	F	2003
				To:		Ivy Rd									
				From:				1							
E Market St	0.48	5700	F	98%	0%	9th St 1% 0%	0%	0%	С	0.094	F	0.592	6300	F	2003
E Market St	0.40	5700	Г	90 70 To:	0%		0%	0%	C	0.094	Г	0.392	0300	Г	200
						Meade Ave									
				From:		SCL Charlottesv									
5th Street	1.42	16000	F	97 <u>%</u>	0%	1% 0%	0%	0%	С	0.096	F	0.597	17000	F	2003
				To:		Cherry Ave									
O 5:1 01	0.00	40000	_	From:	00/	Cherry St	40/	00/	_	0.005	_	0.000	4.4000	_	000
Ridge St	0.22	13000	F	97%	0%	1% 0%	1%	0%	С	0.085	F	0.623	14000	F	2003
				To: From:		Dice St		-							
Ridge St	0.17	20000	F	97%	0%	1% 0%	1%	0%	F	0.079	F	0.621	22000	F	2003
				To:		Main St									
_				From:		US 250 Bus Presto	ı Ave								
McIntire Rd															
	0.64	13000	F	96%	0%	1% 1%	1%	0%	F	0.086	F	0.628	14000	F	2003
<u> </u>	0.64	13000	F	To:	0%	1% 1%		0%	F	0.086	F	0.628	14000	F	2003
MoIntire Pd				To: From:		1% 1% Harris St	1%								
McIntire Rd	0.64	13000 18000	F	From: 96%	0%	1% 1%  Harris St 1% 1%	1%	0% 	F C	0.086	F F	0.628	20000	F	
3405) McIntire Rd				96% To:		1% 1%  Harris St 1% 1%  US 250 Bypas	1%								
	0.18	18000	F	70- From: 96% To:	0%	1% 1%  Harris St 1% 1%  US 250 Bypas  McIntire Rd	1% 1%	0%	С	0.079	F	0.518	20000	F	200
				96% To:		1% 1%  Harris St 1% 1%  US 250 Bypas	1%								200
	0.18	18000	F	From: 95%	0%	1% 1%  Harris St 1% 1%  US 250 Bypas  McIntire Rd	1% 1%	0%	С	0.079	F	0.518	20000	F	2003
Water St	0.18	18000	F	70- From: 96% To:	0%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%	1% 1%	0%	С	0.079	F	0.518	20000	F	2003
Water St	0.18	18000 6100	F	From: 95%  To: From: 95%	2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St	1% 1% 5	0%	С	0.079	F	0.518	20000	F	2003
3406) Water St	0.18	18000 6100	F	From: 95%  To: 95%	2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St	1% 1% 58 0%	0%	С	0.079	F	0.518	20000	F	2003
Water St  Water St	0.18 0.43 0.21	18000 6100 4100	F F	96% To:  From: 95% From: 95% From: 95% From: 95% From: 95% From: 95%	2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St  SCL Charlottesv	1% 1% 5 0% 0%	0%	C C F	0.079 0.081 0.097	F F	0.518 0.615 0.513	20000 6700 4500	F F	2003
Water St  Water St	0.18	18000 6100	F	From: 95%  To: 95%  To: 95%  To: 100	2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St	1% 1% 58 0%	0%	С	0.079	F	0.518	20000	F	2003
Water St  Water St  Avon St	0.18 0.43 0.21	18000 6100 4100 9200	F F	96% To:  From 95% From 95% Tr:  From 98% From 98%	0% 2% 2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St  SCL Charlottesv 1% 0%  Rockland Ave	1% 1% 5 0% 0% 0%	0% 0% 0% 0%	C C F	0.079 0.081 0.097	F F F	0.518 0.615 0.513	20000 6700 4500	F F F	2003
Water St  Water St  Avon St	0.18 0.43 0.21	18000 6100 4100	F F	96% To:  From 95%  From 95%  From 95%  From 95%  From 98%	2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0% 10th St  SCL Charlottesv 1% 0%  Rockland Ave 1% 0%	1% 1% 1% 5 0% 0% 0% 0% 0%	0%	C C F	0.079 0.081 0.097	F F	0.518 0.615 0.513	20000 6700 4500	F F	2003
Water St  Water St  Avon St	0.18 0.43 0.21	18000 6100 4100 9200	F F	96% To:  From 95% From 95% Tr:  From 98% From 98%	0% 2% 2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St  SCL Charlottesv 1% 0%  Rockland Ave	1% 1% 1% 5 0% 0% 0% 0% 0%	0% 0% 0% 0%	C C F	0.079 0.081 0.097	F F F	0.518 0.615 0.513	20000 6700 4500	F F F	2003
Water St  Water St  Avon St	0.18 0.43 0.21	18000 6100 4100 9200	F F	96% To:  From 95%  From 95%  From 95%  From 95%  From 98%	0% 2% 2%	1% 1%  Harris St 1% 1%  US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0%  10th St  SCL Charlottesv 1% 0%  Rockland Ave 1% 0%  Monticello Ave	1% 1% 5 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	C C F	0.079 0.081 0.097	F F F	0.518 0.615 0.513	20000 6700 4500	F F F	2003 2003 2003 2003
3406) Water St	0.18 0.43 0.21	18000 6100 4100 9200	F F	96% To 95% To 95% To 95% To 95% To 100 100 100 100 100 100 100 100 100 10	0% 2% 2%	1% 1%  Harris St 1% 1% US 250 Bypas  McIntire Rd 3% 0%  7th St 3% 0% 10th St  SCL Charlottesv 1% 0%  Rockland Ave 1% 0%	1% 1% 5 0% 0% 0% 0% 0% 0%	0% 0% 0% 0%	C C F	0.079 0.081 0.097	F F F	0.518 0.615 0.513	20000 6700 4500	F F F	2003 2003 2003 2003 2003 2003

Meade Ave   0.17   10000   F   96%   6%   2%   1%   1%   6%   6%   7%   2%   1%   1%   1%   1%   1%   1%   1							City of Charlottes									
Meade Ave   0.17   10000   F   96%   6%   2%   1%   1%   6%   6%   7%   2%   1%   1%   1%   1%   1%   1%   1	Route	Length	AADT	QA	4Tire	Bus				()(:		QK		AAWDT	QW	Year
Meade Ave   0.17   10000   F   85%   0%   2%   1%   1%   0%   F   0.087   F   0.536   11000   F   2003	City of Charlottesville				Fram		G It DI									
F   Number	Meade Ave	0 17	10000	F		0%		1%	0%	F	0.087	F	0 536	11000	F	2003
Meade Ave   0.46   11000   F   89%   69%   29%   19%   19%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%   69%	(3409)	• • • • • • • • • • • • • • • • • • • •		•	To:	0,0		.,,		•	0.00.	•	0.000		•	
	Meade Ave	0.46	11000	F		0%		1%	0%	F	0.084	F	0.520	12000	F	2003
Authorized Park Ave   0.57   15000   F   97%   1%   2%   2%   0%   0%   0%   0%   0%   0	3409)									-					-	
Authorized Red   0.57   15000   F   97%   1%   2%   0%   0%   0%   0%   0%   0%   0					From:		Emmet St									
Main Stammock Rd   0.42   2400   F   98%   0%   1%   0%   0%   0%   0%   0%   0	(3410) Jefferson Park Ave	0.57	15000	F	97%	1%		0%	0%	С	0.076	F	0.530	17000	F	2003
Shamrock Rd	$\bigcup$				To-		Main St									
In	_				From:		Cherry Ave									
Calbours   Ave   0.29   3700   F   98%   0%   1%   0%   0%   0%   0%   0%   0	(3411) Shamrock Rd	0.42	2400	F	98 <u>%</u>	0%	1% 0%	0%	0%	С	0.098	F	0.539	2600	F	2003
Accust Ave   0.29   3700   F   98%   0%   1%   0%   0%   0%   F   0.106   F   0.639   4000   F   2003					To:		Jefferson Park Av	ve								
Hard St   Hard St   Hard St   Hard St   Hard St   Locust Ave   0.25   7200   F   98%   0%   1%   0%   0%   0%   0%   0%   0	$\sim$															
	(3412) Locust Ave	0.29	3700	F	98%	0%	1% 0%	0%	0%	F	0.106	F	0.639	4000	F	2003
	<u> </u>				To: From:		Hazel St		-							
Aut   Court Ave   Count Ave	(3412) Locust Ave	0.25	7200	F		0%	1% 0%	0%	0%	С	0.087	F	0.637	7800	F	2003
Aut   Court Ave   Count Ave					To		US 250									
Calboun St	(3412) Locust Ave	0.21	3700	F		0%		0%	0%	F	0.116	F	0.683	4100	F	2003
Second   Cart   Californ   Cart   Californ							Calhoun St									
Sheridan Ave   Calibratic North Ave   Calib	O - 11 - 11															
Sheridan Ave   0.04   3300   F   88%   0%   1%   0%   0%   0%   0%   0%   0	(3412) Calhoun St	0.22	3500	F		0%		0%	0%	С	0.113	F	0.553	3800	F	2003
Sheridan Ave   0.04   3300   F   98%   0%   1%   0%   0%   0%   0%   0%   0																
North Ave   North Ave   North Ave   Sheridar Ave	3412 Sheridan Ave	0.04	3300	F	98%	0%		0%	0%	F	0.119	F	0.517	3600	F	2003
Second Part	3412)	0.0.		-		0,0		0,0		•	00	•	0.0	0000	•	
Park St					From:											
Melbourne Rd   0.77   2700   F   97%   0%   2%   0%   0%   0%   0%   0%   0	(3412) North Ave	0.30	2800	F	97%	0%	2% 0%	1%	0%	С	0.097	F	0.551	3100	F	2003
Melbourne Rd   0.77   2700   F   97%   0%   2%   0%   0%   0%   0%   0%   0					To-		Park St		1							
Converse	Melbourne Rd	0.77	2700	F		0%	2% 0%	0%	0%	С	0.124	F	0.649	2900	F	2003
Sality   Grove Rd   0.31   1500   F   96%   0%   3%   0%   1%   0%   C   0.117   F   0.564   1700   F   2003							Grove Rd									
Concord Dr	O Dd	0.04	4500	_	<u> </u>	00/		40/	00/	_	0.447	_	0.504	4700	_	0000
Satistic   State   S	(3412) Grove Rd	0.31	1500	F	96%	0%	3% 0%	1%	0%	C	0.117	F	0.564	1700	F	2003
Second   S	<u> </u>															
Second Prime   Seco	(3412) Grove Rd	0.38	2900	F		0%		1%	0%	С	0.139	F	0.602	3200	F	2003
Dairy Rd																
Rugby Rd	Dairy Rd	0.40	1200	F		0%		0%	0%	C	0 108	F	0 714	1300	F	2003
Substitute   Sub	3412) Buily 110	0.40	1200	•		070		070		Ü	0.100	•	0.7 14	1000	'	2000
3413 2nd Street 0.25 2100 G 93% 1% 3% 2% 2% 0% C NA 2200 G 2003    Water St					From:				1							
Top   Water St   Stadium Rd   0.52   2400   F   98%   0%   1%   0%   0%   0%   0%   0%   0	2nd Street	0.25	2100	G		1%		2%	0%	С	NA			2200	G	2003
Rugby Ave   0.52   2400   F   98%   0%   1%   0%   0%   0%   0%   0%   0	3413) = 110 0 11 0 11				_											
Rugby Ave   0.52   2400   F   98%   0%   1%   0%   0%   0%   0%   0 0%   C   0.093   F   0.593   2600   F   2003					From:		Rughy Rd									
Rose Hill Dr	(3414) Rugby Ave	0.52	2400	F		0%		0%	0%	С	0.093	F	0.593	2600	F	2003
Rugby Ave   0.36   6800   F   98%   0%   1%   0%   0%   0%   0%   F   0.1   F   0.619   7500   F   2003	33,7			_		•				_ ~		_				
3415   9th Street   0.18   4900   G   97%   1%   1%   1%   1%   0%   0%   0%   C   NA	Rughy Ave	0.36	6800	F		0%		Nº/2	0%	F	0.1	F	N 610	7500	F	2003
Stadium Rd   Sta	3414) Nugby Ave	0.50	5500	•		J /0		J /0	J /0		0.1		0.018	1 300	'	2003
9th Street 0.18 4900 G 97% 1% 1% 1% 0% 0% C NA NA 2003    Station Rd									I							
Stadium Rd   0.38   3300   F   98%   0%   1%   0%   1%   0%   0%   0	Quit 9th Street	በ 18	<b>4</b> 900	G		1%		Λ%.	<u></u> 0%	C	NΑ			NΑ		2003
3416   Angus Rd   0.38   3300   F   98%   0%   1%   0%   1%   0%   0%   0	3413 341 341 341	0.10	7500	3		1 /0		0 /0	0 /0	C	14/7			INA		2003
3416 Angus Rd  0.38 3300 F 98% 0% 1% 0% 1% 0% C 0.105 F 0.606 3700 F 2003    Stadium Rd   D.51   Stadium R					From:				1							
To   Emmet St	Angus Rd	0.38	3300	F		0%		1%	0%	С	0 105	F	0 606	3700	F	2003
Stadium Rd   0.51   3800   F   96%   0%   3%   0%   0%   0%   0%   0	0410 / 11940 Ftd	0.00	2000	•		J /0		1 /0	3,0	J	5.100	•	0.000	37.00	•	_000
Stadium Rd   0.51   3800   F   96%   0%   3%   0%   0%   0%   0%   0									<u>.</u>							
To: Emmet St    South St   0.22   1600   F   97 %   1%   2%   0%   0%   0%   C   0.106   F   1800   F   2003	Stadium Rd	0.51	3800	F		0%		0%	በ%	C	റ റമമ	F	0 501	4200	F	2003
3418) South St 0.22 <b>1600 F</b> 97% 1% 2% 0% 0% 0% C 0.106 F 1800 F 2003	Stadium Na	0.01	2000	•		J /0		J /0	3 /0	J	0.000	•	0.001	7200	'	2000
(3418) South St 0.22 <b>1600 F</b> 97% 1% 2% 0% 0% 0% C 0.106 F 1800 F 2003					From:				<u>.</u>							
	South St	N 22	1600	F		1%		0%	በ%	C	0 106	F		1800	F	2003
	3410) 33411 31	U.LL	.000	•		1 /0	Water St	0 /0	J /0	J	0.100	•		1000	•	2000

August   Park St							City of Charlottes									
Water St	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Park St	City of Charlottesville															
High No															_	
Park St   0.34   12000   F   97%   07%   27%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%	(3419) 7th Street NE	0.16	1700	F	92%	0%		0%	0%	С	0.092	F		1900	F	2003
Park St   0.34   12000   F   97%   0%   2%   0%   0%   0%   0%   0%   0					To-		High St									
Park St					From:		High St									
Park St   0.34   13000   F   97%   07%   27%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%   07%	(3421) Park St	0.34	12000	F	97%	0%	2% 0%	0%	0%	F	0.09	F	0.627	13000	F	2003
Park St   0.34   13000   F   97%   0%   2%   0%   0%   0%   0%   0%   0					To:		Ехуанонаан Ахуа									
August   Park St	O Dark St	0.24	12000			00/			00/		0.007	_	0.626	14000		2002
Park St   0.41   23000   F   97%   0%   2%   0%   0%   0%   0%   0%   0	(3421) Falk St	0.34	13000	г	9170	076	270 070	070	076	C	0.007	Г	0.030	14000	г	2003
NCL Charles-wills					From:		US 250 Bypass	1	-							
NCL Charlesexille   Main St	3421) Park St	0.41	23000	F	97%	0%	2% 0%	0%	0%	F	0.083	F	0.526	25000	F	2003
10th Street					To:		NCL Charlottesvi	lle								
10th Street   0.44   8800   F   98%   0%   1%   0%   0%   0%   0%   0%   0					From:		Main St		1							
10th Street	10th Street	0.44	8800	F	98%	0%		0%	0%	C	0.100	F	0 609	9700	F	2003
10th Street	3423	0.44	0000	•	30 /0	070	170 070	070	070	O	0.100	'	0.003	3700	•	2003
Prestor Ave					From:		Grady Ave		-							
Preston Ave     Preston Ave	3423) 10th Street	0.04	2600	F	98%	0%	1% 0%	0%	0%	F	0.095	F		2900	F	2003
14th Street					To:		Preston Ave									
14th Street					From:		Main St		1							
Madison Ave   0.27   4200   F   96%   0%   4%   0%   0%   0%   0%   0%   0	1/th Street	0.46	6900	F		0%		0%	0%	C	0.082	F	0.562	7600	E	2003
Madison Ave   0.27   4200   F   96%   0%   4%   0%   0%   0%   0%   0%   0	3425) 1411 311 661	0.40	0300	•	30 /0	0 70	270 070	0 70	0 70	C	0.002	'	0.302	7000	•	2003
Preston Ave   0.32   190   F   96%   0%   4%   0%   0%   0%   0%   0%   0					From:		Grady Ave		-							
Preston Ave   0.32   190   F   96%   0%   4%   0%   0%   0%   0%   0%   0	3425 Madison Ave	0.27	4200	F	96%	0%	4% 0%	0%	0%	F	0.089	F	0.506	4600	F	2003
Madison Ave   0.32   190   F   96%   0%   4%   0%   0%   0%   0%   0%   0					To:		D A									
Rugby Rd	AA-di A	0.00	400	_		00/		00/		_	0.444	_	0.500	000	_	0000
Rugby Rd	Nadison Ave	0.32	190	F		0%		0%	0%	C	0.111	F	0.583	200	F	2003
Rugby Rd					In-		Rose Hill Dr									
Preston Ave     Preston Ave					From:		Grady Rd									
Preston Ave	Rugby Rd	0.49	6500	F	99%	0%	0% 0%	0%	0%	С	0.093	F	0.58	7100	F	2003
Preston Ave	3,121)				_											
August   Rugby Rd   0.89   2100   F   98%   0%   1%   0%   0%   0%   0%   0%   0					r											
Rugby Ave	O D 11311 D	0.05		_		40/		00/	20/	_	0.400	_	0.004	0000	_	0000
Preston Ave   0.23   14000   F   99%   0%   1%   0%   0%   0%   0%   F   0.082   F   0.502   16000   F   2003	Rose Hill Dr	0.65	7500	F		1%		0%	0%	C	0.103	F	0.621	8200	F	2003
Preston Ave   0.23   14000   F   99%   0%   19%   0%   0%   0%   0%   F   0.082   F   0.502   16000   F   2003					To:		Rugby Ave									
Madison Ave					From:		Grady Ave									
Madison Ave	Preston Ave	0.23	14000	F	99%	0%	1% 0%	0%	0%	F	0.082	F	0.502	16000	F	2003
Secondary   Preston Ave   0.28   17000   F   99%   0%   1%   0%   0%   0%   0%   0%   0	0.101				. —											
Rugby Rd   Rugby Rd   Preston Ave   Presto					From:	201		201		_		_		40000		
Rugby Rd   0.14   21000   F   98%   0%   1%   0%   0%   0%   0%   F   0.079   F   0.539   23000   F   2003	Preston Ave	0.28	17000	F		0%		0%	0%	C	0.078	F	0.500	18000	F	2003
Substitution   Subs																
Barracks Rd   Say   Sa				_						_		_			_	
431) Rugby Rd  0.89  2100  F  98%  0%  1%  0%  0%  0%  0%  F  0.132  F  0.857  2300  F  2003  F  2004  1%  0%  0%  0%  0%  0%  0%  0%  0%  0%	Rugby Rd	0.14	21000	F	98%	0%	1% 0%	0%	0%	F	0.079	F	0.539	23000	F	2003
Substitution   Subs	<u> </u>				To		Barracks Rd									
Second	Rughy Rd	0.80	2100	F		0%		0%	0%	F	N 132	F	0.857	2300	F	2003
Second Process   Seco	3431) Rugby Ru	0.00	2100	•	30 70	070	170 070	0 70	070	'	0.102	'	0.007	2000	•	2000
Brandywine Dr   Description					From:				-							
Brandywine Dr   0.95   2500   F   98%   0%   1%   0%   0%   0%   0%   0%   0	3431) Brandywine Dr	0.07	2500	N	98%	0%	1% 0%	0%	0%	Ν	0.128	Ν	0.685	2800	N	2003
Brandywine Dr   0.95   2500   F   98%   0%   1%   0%   0%   0%   0%   0%   0					To		II I I DI									
Greenbrier Dr	Dramaticuina Dr	0.05	2500		From:	00/		00/	00/	^	0.400	_	0.005	2000	_	2002
Strandywine Dr   Stra	3431) Brandywine Di	0.95	2500	Г		0%		0%	0%	C	0.120	Г	0.000	2000	Г	2003
Greenbrier Dr 0.33 3300 F 98% 0% 1% 0% 1% 0% C 0.123 F 0.654 3600 F 2003    Tarleton Dr																
Tarleton Dr	Casaabaiaa Da	0.00	2200	_		00/			00/	_	0.400	_	0.054	2000	_	2002
Greenbriar Dr 0.44 3500 F 99% 0% 1% 0% 0% 0% 0% C 0.132 F 0.643 3800 F 2003    NCL Charlottesville	Greenbrier Dr	0.33	3300	г	98%	0%	1% 0%	1%	0%	C	0.123	F	0.054	3600	F	2003
Greenbriar Dr 0.44 3500 F 99% 0% 1% 0% 0% 0% 0% C 0.132 F 0.643 3800 F 2003    NCL Charlottesville					To:		Tarleton Dr									
NCL Charlottesville	Greenbriar Dr	0.44	3500	F		0%		0%	0%	С	0.132	F	0.643	3800	F	2003
Arlington Blvd 0.34 8400 F 97% 0% 3% 0% 0% 0% C 0.09 F 0.683 9200 F 2003    Seminant St   From:   Rugby Rd	2.		•	-		- / 0				-		•			-	_500
Arlington Blvd 0.34 8400 F 97% 0% 3% 0% 0% 0% 0% C 0.09 F 0.683 9200 F 2003    Seminate St   Seminat								-								
Emmet St	O			_						_		_			_	
Rugby Rd	₃₄₃₃ ) Arlington Blvd	0.34	8400	F	97 <u>%</u>	0%	3% 0%	0%	0%	С	0.09	F	0.683	9200	F	2003
Barracks Rd 0.50 <b>19000 F</b> 99% 0% 1% 0% 0% 0% F 0.079 F 0.581 20000 F 2003    Second					To:		Emmet St									
3435 Barracks Rd 0.50 <b>19000 F</b> 99% 0% 1% 0% 0% 0% F 0.079 F 0.581 20000 F 2003    Seminarracks Rd   S					From:		Rughy Rd									
Tin Emmet St  3435) Barracks Rd 0.37 <b>20000 F</b> 99% 0% 1% 0% 0% 0% C 0.094 F 0.621 22000 F 2003	Rarracks Rd	0.50	19000	F		በ%		0%	0%	F	0 0 <del>7</del> 0	F	0 581	20000	F	2003
3435) Barracks Rd 0.37 <b>20000 F</b> 99 0% 0% 1% 0% 0% 0% C 0.094 F 0.621 22000 F 2003	3433) Darracks Itu	0.50	13000	•	JJ /0 	U /0	170 070	J /0	J /0		0.018	'	0.501	20000		2003
3435) Barracks Rd 0.37 <b>20000 F</b> 99 <u>% 0% 1% 0% 0% 0%</u> C 0.094 F 0.621 22000 F 2003					From:											
	3435) Barracks Rd	0.37	20000	F	99%	0%	1% 0%	0%	0%	С	0.094	F	0.621	22000	F	2003
								ille								

						City of Chanottes									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Charlottesville				From:		110.250		ī							
Meadowbrook Heights	0.67	1600	F	99%	0%	US 250 1% 0%	0%	0%	С	0.148	F	0.749	1800	F	2003
431)				To		Yorktown Dr					-			•	
				From:		US 250									
Hydraulic Rd	0.07	27000	F	98%	0%	1% 0%	0%	0%	F	0.085	F	0.58	29000	F	2003
<u> </u>				To: From:		Mitchie Dr		ŀ							
Hydraulic Rd	0.28	29000	F	98%	0%	1% 0%	0%	0%	С	0.082	F	0.588	32000	F	2003
				To:		US 29 Emmett S	t								
				From:		US 250									
14th Street		6200	F	To:		C II C				0.088	F		6800	F	2003
				From:		Sadler St									
Albemarle St		250	F	From:		Henry Ave				0.124	F		270	F	2003
Albertarie St		250	-	To:		Concord Ave				0.124	•		210		200
				From:		Amherst St		i							
Augusta St		180	F			7 time ist St				0.12	F		200	F	2003
				To:		Dead End									
				From:		Garden Dr		j							
Azalea Dr		260	F							0.112	F		280	F	2003
				To:		Jefferson Park Av	/e								
				From:		Tarleton Dr E									
Banburry St		80	F	To:						0.122	F		90	F	2003
						Tarleton Dr W									
Birdwood Rd		440	F	From:		US 250 Bypass				0.331	F		480	F	2003
Bildwood Rd		440	Г	To:		Edge Hill Rd				0.331	•		400	,	200
				From:		Castalia St		1							
Blenheim Ave		270	F			Custana St				0.106	F		300	F	200
				To:		Monticello Ave									
				From:		Marie Pl									
Brandywine Dr		380	F							0.111	F		420	F	2003
				To:		Melissa Pl									
				From:		Jefferson Park Av	/e								
Cleveland Ave		3000	F	To:		YI 10:				0.095	F		3300	F	2003
				From:		Hammond St									
Coleman St		260	F	From:		Belleview Ave				0.103	F		280	F	2003
Odeman ot		200	•	To:		St George Ave				0.100	'		200	'	200.
				From:		7th St									
Dice St		840	F			, thi St				0.144	F		920	F	2003
				To-		6th St									
				From:		Brandywine Dr									
Essex Rd		1200	F							0.139	F		1300	F	2003
				To:		Meadowbrook Heigh	ts Rd								
			_	From:	-	Park St.				• /= :	_				
Evergreen Ave		250	F	To:		I vor - Ct				0.154	F		280	F	200
				From:		Lyons Ct.									
Fendall Ave		210	F	eiom:		Fendall Terrace				0.136	F		230	F	200
i Cildali AVE		210	•	To:		Winston Terrace	·			0.100	'		200	'	200
				From:		10th St									
Grove St		270	F	<u> </u>		70111 51				0.095	F		290	F	2003
				To:		Jones St									
				From:		Rives St									
Hampton St.		280	F							0.1	F		310	F	2003
				To:		Nassau Street									

				Oity of Official Otto Stille						
Route	Length <b>AADT</b>	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK	Dir Factor	AAWDT	QW	Yea
v of Charlottesville			From:	Barracks Rd						
Hessian Rd	90	F	<u> </u>	Darracks Ru	0.156	F		90	F	2003
. 100010.11 1 10		-	To	Blue Ridge Rd		•			•	
			From:	Blue Ridge Rd						
Hilltop Rd	270	F	<u> </u>		0.117	F		290	F	200
· 			To:	Meadowbrook Rd						
			From:	North Ave						
Holmes Ave	2800	F			0.11	F		3100	F	200
			To:	Elizabeth Ave						
			From:	13th Street						
John St.	1300	F	. —		0.093	F		1500	F	200
			To:	14th Street						
		_	From:	Alderman Rd		_			_	
Kent Rd	130	F	To:	M. D.I.	0.133	F		140	F	200
				Minor Rd						
Vormala	200	_	From:	Greenbrier Dr	0.144	F		320	_	200
Kerry La	290	F	To:	Hillwood Pl	0.144	Г		320	F	200
			From:							
Lee St	5300	F	· · · · · ·	12th St	0.093	F		5800	F	200
200 01	0000	•	To:	Park Pl		•		0000	•	200
			From:	Loudon Rd						
Lewis Mountain Rd	720	F		Loudon Na	0.117	F		790	F	200
			To:	Cameron La						
			From:	Nassau St						
Linden St	2200	F	<u> </u>		0.106	F		2400	F	200
			To:	Monticello Rd						
			From:	Marion Ct						
McElroy Dr	170	F			0.144	F		180	F	200
			To:	Troost Ct						
			From:	Meadowbrook Ct						
Meadowbrook Heights F	660	F	. —		0.149	F		730	F	200
			To:	Yorktown Dr						
Mandaulanal Dd	040	_	From:	Lovers Lane	0.400	_		0.40	_	000
Meadowbrook Rd	310	F	To:	W + P	0.120 I	F		340	F	200
				Morton Dr						
Michael Pl	470	F	From:	Wilson Ct	0.113	_		520	F	200
MICHAELFI	470	Г	To:	Brandywine Dr	0.113	Г		320	Г	200
			From:	Alderman Rd						
Minor Rd	170	F		Анценнан ка	0.122	F		190	F	200
		•	To:	Bolling Wood Rd	0.122	•			•	
			From:	Middleton Ln						
Monte Vista Ave	370	F	<u> </u>		0.093	F		410	F	200
			To:	Laurel St						
			From:	Elliot Ave						
Monticello Rd	2200	F	-		0.098	F		2400	F	200
			To	Montrose Ave						
			From:	Twyman Rd						
Morris Rd	200	F			0.16	F		210	F	200
			To:	Alderman Rd						
			From:	Rugby Rd						
Oxford Rd	350	F	_ —		0.111	F		390	F	200
			To:	Welford St.						
			From:	Avon St.		_			_	
Palantine Ave.	100	F	т. —	Pi Iv C	0.174	F		110	F	200
			To:	Rialto St.						

				City of Charlottesville							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	CC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Charlottesville			From:	Monticello Ave	1						
Palatine Ave	670	F			_	0.115	F		730	F	2003
			To	Castalia St							
			From:	Jefferson Park Ave	_						
Park Rd	320	F			_	0.121	F		350	F	2003
			To:	Brunswick Rd							
			From:	Cutler Lane							
Park St	22000	F			_	0.082	F		24000	F	2003
			To:	Melbourne Rd							
			From:	Lankford Ave							
Ridge Rd	2200	F			_	0.09	F		2400	F	2003
			To:	Barksdale St							
			From:	River Rd							
River Ct	170	F	. —		_	0.118	F		190	F	200
			To:	Dead End							
			From:	St Clair Ave	_						
River Vista Ave	170	F			_	0.112	F		190	F	200
			10:	Coleman St	<u> </u>						
D. 0.		_	From:	Vine St			_			_	
Rives St	710	F	Ter	) (. H. 10)	_	0.100	F		780	F	200
				Midland St	<u> </u>						
0 : 1 0! : 4		_	From:	Saint George Ave		0.407	_		000	_	000
Saint Clair Ave	300	F	To	0.14.04	7	0.107	F		330	F	200
			10.	Smith St							
0	440	_	From:	Wine St		0.440	_		450	_	000
Second St	410	F	To:	Nadana de	7	0.113	F		450	F	200
				Northwood Cir							
Chamanada Dal	2000	_	From:	Broad Ave		0.000	_		2200	_	200
Shamrock Rd	2000	F	To:	Mulberry Ave	7	0.088	F		2200	F	200
					+						
Cnottowood Dd	250	_	From:	Meadowbrook Rd		0.113	_		200	_	200
Spottswood Rd	250	F	To:	Blue Ridge Rd	7	0.113	F		280	F	200
			From:		1						
Stonefield Ave.	100	F	FIOIII.	Mason Lane		0.14	F		110	F	200
Storiered Ave.	100	-	To:	Rugby Ave	7	0.14	'		110	'	200
			From:		1						
Sunset Rd	210	F	r tom.	Stribling Ave		0.112	_		230	F	200
Suriset Nu	210	-	To:	Sunset Ave	7	0.112	'		230	'	200
			From:		1						
Thompson Rd	500	F		Loudon Rd		0.106	F		540	F	2003
mompounta	500	•	To:	Alderman Rd	7	0.100	•		J <del>-1</del> 0	'	200
			From:		<u> </u>						
Westview Rd	310	F		Cottage La		0.1	F		340	F	200
VV COLVIOW I LU	510	•	To:	Rosser La	7	0.1	•		0+0	•	200
			From:		<del>:                                    </del>						
Westwood Rd	190	F		Rose Hill Dr		0.111	F		200	F	200
V V CSLVVOOU I (U	190	•	To	Greenway Rd	7	0.111	'		200	'	200
				Greenway Ru	1						